

MAC OFFICERS



Front row: (left to right)—Vice Chairman Richard O'Brien, Chairman James A. Steffek, Secretary Michael D. Ferguson.
Back row: Tom Burris, John Hebbelman, Jr., Robert G. Bricker, David L. Matovich.



MONTANA AERONAUTICS COMMISSION

Volume 22 — No. 5

July - August, 1971

MAC ELECTS OFFICERS

At their regular monthly meeting held July 2nd in Helena, the Montana Aeronautics Commission elected James A. Steffek of Helena, Chairman; Richard O'Brien of Conrad, Vice Chairman; and Michael D. Ferguson of Billings, Secretary.

Chairman James A. Steffek, representing the Montana Pilots' Association, was appointed to the Commission by Governor Forrest Anderson in July, 1969.

Mr. Steffek is owner of Steffek Equipment Company in Helena. He attended schools in Helena and graduated from Carroll College. He served with the U.S. Navy aboard the aircraft carrier U.S.S. Essex in the Mediterranean and the Far East. Mr. Steffek is a private pilot with an instrument rating. He is past president of the Helena Hanger of the Montana Pilot's Association and current President of the Montana Equipment Distributors.

Mr. Steffek resides at 801 Stuart with his wife Joyce and their three children.

Vice Chairman Richard O'Brien, representing Aviation Education, resides in Conrad.

Secretary Michael D. Ferguson, a resident of Billings, represents the Fixed Base Operators.

The remaining members of the Commission are: Robert G. Bricker, Sales Service Manager for Frontier Airlines in Missoula, representing Commercial Airlines; Tom Burris, Kolin area rancher, representing the Montana Chamber of Commerce; John Hebbelman, Jr., of Chinook, owner and operator of Hebbelman Flying Service, representing the League of Cities and Towns; David L. Matovich, Columbus area rancher and a Stillwater County Commissioner, representing the County Commissioners Association.

MAC DIRECTOR APPOINTED NASAO OFFICIAL

MAC Director William E. Hunt has been appointed Regional Vice President of the National Association of State Aviation Officials to replace Chet Moulin of Idaho who retired. The states of Alaska, Idaho, Montana, Oregon, Washington and Wyoming make up the region.

Soviet space scientists have concluded that two weeks of weightlessness is the maximum limit that astronauts can experience without suffering loss of operational efficiency.

ANNUAL INAC MEET IN HELENA SEPTEMBER 9, 10 & 11

Mark your calendars for September 9, 10 and 11 for those are the most important days in the year. The Board of Directors, at their spring Board meeting held in Calgary on June 1, selected Helena, Montana, as the annual convention site to be held in the magnificent new Colonial Motor Hotel and Supper Club.

Convention Chairman HUGH R. KELLEHER, reports that the program is shaping up very nicely, and as always, the top speakers in aviation will be on deck. September 9 will be the annual golf tournament with trophies and prizes for the winning duffer. Registration will begin at 12:00 noon and a meeting of the newly formed Northwest Chapter of the American Association of Airport Executives will meet at approximately 1:00 p.m. The Board of Directors of INAC will meet at 2:30 p.m. At 7:00 p.m. there will be the annual President's cocktail party and get-acquainted hour. The 10th and 11th will be devoted to panel discussions and top notch speakers.

DON'T FORGET — SEPTEMBER 9, 10 and 11.

**Official Monthly Publication
City/County Airport
of the
MONTANA AERONAUTICS
COMMISSION**

**Phone 449-2506
Box 1698**

Helena, Montana 59601

Forrest H. Anderson, Governor

William E. Hunt, Director

**Worthie M. Rauscher,
Deputy Director**

James A. Steffek, Chairman
Richard O'Brien, Vice Chairman
Michael D. Ferguson, Secretary
Robert G. Bricker, Member
Tom Burris, Member
John Hebbelman, Jr., Member
David L. Matovich, Member



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Edited by: R. Bowsheer



**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	Aug.	Sept.	Oct.	Nov.
Bozeman			14	
Butte		16		
Culbertson			6	
Glasgow		8		3
Glendive		23		18
Great Falls	5	9	7	4
Havre	11			
Lewistown			20	
Miles City		22		
Missoula	19	23	21	18
Sidney			7	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman Lewistown
Butte Livingston
Cut Bank Miles City
Dillon Missoula
Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

In 1968 the United States launched a spacecraft every five days on the average. This included launches of both the Defense Department as well as NASA.

Director's Column



As noted in another article of this Newsletter, **Governor Anderson** appointed three new members to the Montana Aeronautics Commission. They are: **Tom Burris** of Kolin, **Dick O'Brien** of Conrad and **Mike Ferguson** of Billings. I would like to take this opportunity on behalf of the Aeronautics Commission Staff and myself to offer congratulations and welcome these gentlemen to the Commission. More information about the new appointees is contained elsewhere in this paper.

I would also like to note the services of **Jack Hughes**, **Clarence Anthony** and **Dr. B. P. Little** who served on the Commission. Jack and Clarence had many years with the Commission. Jack was appointed in 1963, Clarence in 1959. Their contributions to the Aeronautics Commission will long be remembered.

Again on behalf of the Commission Staff and myself, I would like to congratulate **John Palmquist** on his recent election as President of the Montana Pilot's Association. We wish him a prosperous year as head of this organization. The Montana Pilot's Association is recognized as one of the finest in the United States. The pace for other states to follow has been set by the Montana Pilot's Association. Our thanks go to **Austin Miller**, past president, upon completion of his term. We know that John, along with the other new officers elected at Missoula this year, will make this another great year for the Montana Pilots.

Our congratulations to **Virgil Compton**, the newly elected President of The Flying Farmers. He succeeds **Arnold Sorenson** of Kremlin. His work is cut out for him because

of the fine standards that have been set by the organization. We promise any help and cooperation that we may be able to give him.

Hopeful that I have not overlooked congratulating anyone, I would like to express my concern with those who serve aviation in a voluntary capacity. Know that the Aeronautics Commission is available and willing to help whenever possible. All of the Commission members share the desire that our facilities be made available to help all of aviation.

The newly formed Commission is ready and willing to meet the many challenges the future with its uncertainties holds. Under the **Chairman Jim Steffek**, together with **Vice-chairman Dick O'Brien**, **Secretary Mike Ferguson**, **Robert Bricker**, **Tom Burris**, **John Hebbelman Jr.** and **David Matovich**, the Commission will work for the betterment of all of the citizens of Montana.

Some of the changes which will occur are already being felt by the Commission. As with other state agencies, our daily operation includes new methods of accounting and reporting. Executive Reorganization makes it plain that the Aeronautics Commission is greater than ever before.

Along with the challenges and opportunities presented to us, we have the same problem that confronts everyone else and that is decreasing income in the face of increasing cost. Our earmarked revenue dropped dramatically upon the closure of the Glasgow Air Base and has suffered because of strikes in the air carrier business. Like everyone else, we are constantly searching for new ways to reduce costs. Our first step in reduction was to define job responsibilities to increase efficiency and work out-put without increasing the cost of operation. Much of our accounting and bookkeeping has been changed over to Data Processing. This will eliminate much of the time consumed in bookkeeping entries.

PHILIPSBURG AIRPORT DEDICATED

On July 18, 1971, approximately forty aircraft representing Montana, Nevada, California, Idaho, Illinois, and New Jersey along with the Montana wing of the Army National Guard, flew in for the dedication of the \$140,000 Philipsburg Airport.

On a scorching summer day, B. G. "Dube" Paige reigned as Master of Ceremonies with William E. Hunt, Director of the Montana Aeronautics Commission, as guest speaker. Mr. Hunt spoke of the background of the project which took over ten years to finalize and named many of the individuals responsible for its completion.

Philipsburg Mayor Zane Murfitt was on hand along with Granite County Airport Commissioners William F. Kempfer, Bill Vietor, and George Winninghoff. The Granite County Commissioners were also present: Frank Waldbillig, Chairman; Wayne Graybeal and George Winninghoff.

A fine breakfast sponsored by the Philipsburg Lion's Club was served at the high school; other refreshments were available in the afternoon at the airport.

In order to control the heavy influx of air traffic, personnel from the Montana Aeronautics Commission manned a portable unicom.

In the afternoon, Al Newby of Belgrade treated the more than 300 pilots, passengers and townspeople to two performances in his Cessna 150 Aerobat. An excellent running commentary of his maneuvers was presented by his son Paul.

The famed Missoula Silvertip Skydivers also presented a spectacular show by making two jumps from approximately 13,000 feet and free falling to 2,000 feet. Members of the Silvertips present were Jack Wenger, Jay Andrus, Bob Smith, and a girl called "Sam" Worth. Tom Kaiser acted as the ground pick-up man with Jeff Frangos as their announcer.

The Philipsburg Airport with its 3,600 foot, paved runway, 11 based aircraft and 6 completed hangers is



MAC Director William E. Hunt presenting the main dedication speech. Seated: Left to right—Bill Vietor, George Winninghoff, Frank Waldbillig, Bill Kempfer, Zane Murfitt, Bill Speacht, "Dube" Paige.



Mr. and Mrs. Al Newby with the 150 Aerobat.

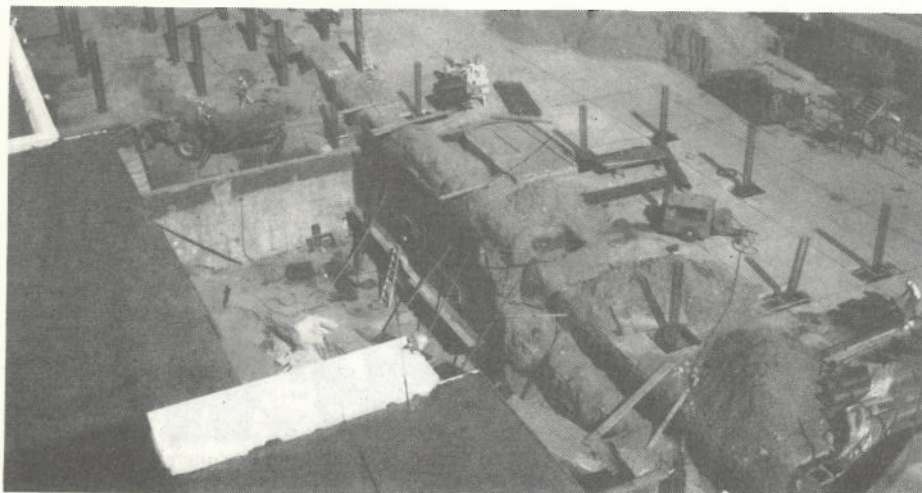


Missoula Silvertip Skydivers (Jack Wenger, Jay Andrus, Bob Smith, "Sam" Worth) ready to make their first jump.

a fine addition to the network of general aviation airports throughout the State of Montana.

Congratulations to Chairman Bill Speacht, the people of Philipsburg, and Granite County for a fine program!

The official definition of "flight time" is the time from the moment the aircraft first moves under its own power for the purposes of flight until the moment it comes to rest at the next point of landing. This is also called "block to block" time.



View from the control tower showing the west second deck under construction.



Again from control tower, showing the construction of the East second deck concourse.

LOGAN FIELD CONSTRUCTION UNDER WAY

Construction began in Billings in June on the terminal building addition at Billings Logan Field. When completed this construction will provide lower level operational space for the respective airlines and six holding rooms on the second deck concourse to facilitate second deck loading.

The construction was made possible through the selling of the \$2,000,000 revenue bond authority which was approved by the voters in April, 1969. The first phase of the bond issue, to build a baggage claim area was sold in January, 1970

and is now completed and in operation. The balance of the bonds, \$1,500,000, was sold April 10, 1971. Bids were awarded shortly thereafter for the construction of the concourse. Hardy Construction Company was the successful bidder at Logan Field, and Cushing, Terrell Associates are the architects for the job. The time of completion is estimated to be March 15, 1972.

Due to limited aircraft parking during construction, Northwest and Western Airlines will have tugs on the field for power-in, push-out type parking.

The facilities are designed to handle the forthcoming DC-10 anticipated to serve Billings in late 1973 or early 1974.



CALENDAR

August 22, Bozeman — Bozeman Optimists Air Show. Blue Angels will appear. Field closes at 2:00 p.m. For further details contact Mr. Edsall.

September 9, 10 & 11, Helena — Annual meeting of the International Northwest Aviation Council. Headquarters will be the Colonial Motorchairman Hugh "Bud" Kelleher, Helena Hotel. Due to illness of the Canadian na Airport Manager, was elected Convention Chairman. The meeting was originally scheduled for Kelowna, B. C.

September 21 - 23, Minneapolis, Minnesota — 24th Annual Meeting and Convention of the National Business Aircraft Association, Inc. Headquarters, Minneapolis Auditorium and Convention Hall.

October 3-8, Las Vegas, Nevada — AOPA 1971 Plantation Party and Industry Exhibit.

October 9, Galloway Gardens, Georgia — 1971 "Rebel 600" NPA Proficiency Race. For information, contact: Jerry G. Gardner, 3272 Peachtree Road, N.E., Atlanta, Ga.

RYEGATE AND LAVINA AIRPORTS GET SUMMER FACIAL

The Billings Composite Squadron of the Civil Air Patrol have been at it again! On June 26, fifteen Cadets and six Senior members completed the clean-up of the Ryegate and Lavina airports. Weeds and grass were cleared from around the markers, rocks were removed from the strip and holes were filled. Thank you Cadets and sponsors for another fine job!

When vandals destroyed the covers on landing lights at the Lovell, Wyoming airport, the airport manager rounded up from his friends a quantity of peanut butter jars as replacements.



By **LAUREN D. BASHAM**
Accident Prevention Specialist
GADO No. 9, Helena

"Preflight For Safety"

Weather conditions in Montana's Big Sky Country are sometimes subject to rapid change which requires careful consideration of each phase of a proposed flight. The weather briefing and preflight inspection deserves careful consideration before departure and an equally careful evaluation of the actual conditions encountered while enroute right on through to securing the aircraft at the end of the flight is a must.

With all of the facilities and personnel that are available in the FAA Flight Service Stations and in the U.S. Weather Bureaus, if you do not avail yourself of the information and assistance these facilities are designed to give you, you are beginning your flight with at least one strike against you.

Effective April 6, 1971, Federal Aviation Regulations 91.5 preflight action contained a revised format with which all pilots should be familiar—to state in part, "Each pilot in command shall, before beginning a flight, familiarize himself with all available information concerning that flight." This information must include:

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed and any known traffic delays of which he has been advised by ATC.

(b) For any flight, runway lengths at airports of intended use and the following takeoff and landing distance information: (1) For civil aircraft for which an approved airplane or rotorcraft flight manual containing takeoff and landing distance data is

FAA INSPECTORS CORNER



required, and takeoff and landing distance contained therein, and (2) For civil aircraft other than those specified in sub-paragraph (1) of this paragraph, other reliable information relating to the aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight and wind and temperature.

We urge you to read this revision carefully and relate it to your personal flight operations in the various kinds of aircraft that you fly. What it means simply is that "Calculated risk" type takeoff and landing flight operations will be more closely observed and pilots involved in takeoff and landing accidents and/or accidents may be in violation of the current rule.

Keep a sharp lookout for other traffic at all times and while operating enroute at altitudes of more than 3,000 feet above the surface, make sure that you are utilizing an altitude appropriate to your heading. Mid-air collisions are very final!

Fuel management and range capabilities continue to be neglected as indicated by accident reports. It is suggested that you give yourself an extra margin of fuel reserve in the event you have to divert some distance to an alternative airport. It is further suggested that fuel selector changes from one tank to another be made well before takeoff in order to determine that fuel flow is progressing normally or if enroute, over areas where a safe emergency landing would be possible.

Today 91% of our licensed pilots serve General Aviation—fly 79% of all flight hours flown and 71% of all plane miles flown. It is a dismal commentary that a nation with the technical brilliance to place people on the moon cannot mount research to cope with our General Aviation statistics of 85% plus pilots error.



By **GEORGE B. BATCHELDER, JR.**
Accident Prevention Specialists
GADO No. 1, Billings

"To Land Or Not To Land"

More and more needless accidents continue to happen which can only be charged to poor judgment. The latest trend of aircraft accidents includes attempted landing on roads. These accidents simply need not happen if a pilot will not succumb to an impulse to save a few minutes or a few miles, or just plain "showing off".

Consider the problem a limited-skill pilot set up for himself: A very narrow path for the landing gear to touch down in, wings extending out over fences, ditches, or barrow-pits. Some of these roads have dirt or gravel surfaces and are not always level. These conditions all add up to an absolute zero margin for error. The situation is so confining as cross-wind, skids on loose dirt or gravel, wings dragging on weeds or outright hitting posts, mail boxes or similar obstacles. They all produce the same end result—the aircraft is on its nose or back at the side of the road and perhaps a trip through a fence thrown in for good measure.

Many pilots attempting these landings have seen spray pilots accomplish road landings with apparent ease but they fail to consider the time and experience to produce the skill needed for this maneuver. It is probably the most demanding type of landing made and many applicator pilots are no longer using roads after damaging their planes.

The few miles or few minutes gained is simply not worth the risk. Taking chances with your aircraft with such a large percentage of odds against you just does not make sense. Fly a bit farther to the open area or strip. Your insurance company will approve and you have saved face.



Yellowstone Falls, Yellowstone National Park.

WHERE AMERICA IS STILL THE BEAUTIFUL

The following excerpts are taken from **Where America Is Still the Beautiful**, a news release from the Denver News Bureau of Frontier Airlines.

"All of us eventually reach a point of diminishing returns as our store of energy is depleted. We just grow weary of the world's worries and the frantic frustration of our own

daily lives.

For each of us, there comes a longing to find some quiet moment for relaxing meditation, a place to pause for re-evaluations of just where we have been and just where we are going with our lives. This need for time and place for reflection is not a case of running away from life's realities, rather, it is realizing that we all need an opportunity periodically to recharge our physical and mental energies.

There are places high, wide and

serene where there is time enough and space enough to gain new insights and perspectives about ourselves. One sage summed it up, "In the woods, a man cuts off his years. In the woods, we return to reason and to faith."

Our national parks, particularly those off the beaten path in the high country of the West—Glacier, Grand Teton and Yellowstone—abound in primitive forested areas of stately pines and fragrant firs where nature has been left to go its own way.



ST. MARY'S LAKE, GLACIER NATIONAL PARK.
—PHOTO BY BILL BROWNING.

Here there is clean air never before breathed by another human being, scented only by meadows of flowering lupine and Indian paintbrush. Even in Yellowstone, the nation's oldest and most popular national park, a person has only to step a little aside from the group gathered at Old Faithful Geyser or the simmering Paint Pots to find areas of solitude for his very own.

In all of these parks, there are quiet pools where one can cast a Royal Coachman or a Woolly Worm

to a cruising cutthroat trout. Here are to be found moments to catch sight of a majestic bull moose knee-deep in a pond of flowering water plants. And there are evenings as the sun lowers between snow-capped peaks when your eye through the view-finder of your camera beholds a glowing sunset, inspiring beyond the descriptive limits of mere words.

There is no "best park," but each person has his favorite park for reasons best known to himself. North

on the Canadian border, the ice-sculptured peaks and ice-cold blue lakes of Glacier National Park provide startling scenic vistas as well as opportunities for revealing personal insights. Nearby, the 10,000 steaming geysers and waterfalls higher than Niagara distinguish Yellowstone.

Soul-searchers will find that what they like to do most, they can do best in the high country of the West."

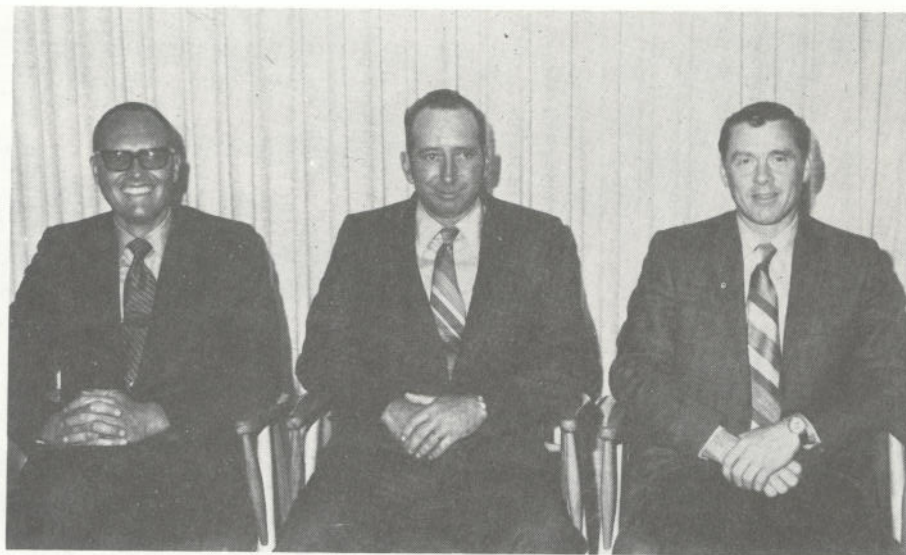
MAC RECEIVES THREE NEW APPOINTEES

On June 16, 1971, Governor Forrest H. Anderson announced the appointment of Richard O'Brien, Conrad; Michael D. Ferguson, Billings; and Tom Burris, Kolin, to the Montana Aeronautics Commission. Mr. O'Brien replaces Clarence R. Anthony, Helena, representing Aviation Education for a four year term beginning June 23, 1971. Mr. Ferguson replaces Jack R. Hughes, Missoula, representing Fixed Base Operators for a four year term beginning June 23, 1971. Tom Burris replaces B. P. Little, M.D., Glasgow, representing the Montana Chamber of Commerce for the remainder of an unexpired term ending June 23, 1973.

Richard O'Brien attended schools in Conrad and was graduated from Montana State University, Bozeman, in 1954, with a degree in agricultural engineering. He entered the Air Force and was discharged in 1958. He is presently engaged in farming near Conrad. He received his private pilot's license in 1951, and from 1958-1961 was a tactical pilot for the Air National Guard. Recently, he has been working with the local authorities in establishing an aviation education curriculum for the local high school. Mr. O'Brien is also a member of the Pondera County Airport Board.

Michael D. Ferguson was born in Malta was was raised in Loring and Columbus, Montana. He served in the U.S. Air Force 1951-1955. He attended Northrup Institute of Technology, 1959-1961. He was employed in general aviation 1961-62, after which he became self-employed as owner and operator of Big Sky Maintenance, Inc., a general aviation maintenance firm which he continues to run. Mr. Ferguson holds a commercial pilot's license and is a member of the U.S. Air Force Inactive Reserves.

Tom Burris was born in North Dakota in 1932 and moved to Montana in 1939. He was graduated from Moccasin High School and subsequently served in the Army from



The new Commissioners: Left to right—Richard O'Brien of Conrad, Tom Burris of Kolin, and Michael D. Ferguson of Billings.

1952-54. He returned to the Moccasin area and purchased a ranch where he has resided since. Mr. Burris is a private pilot and member of the Livingston area Chamber of Commerce.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Kelsey, Charles B. K.—Gallatin Gateway
Johnson, James E.—Philipsburg

PRIVATE

Lanzendorf, Max S.—Livingston
Sack, David A.—Lame Deer
Mullin, James L.—Lame Deer
Higgins, Virgil A.—Ryegate
Pinnow, Richard F.—Baker
Hayden, Merle M.—Baker
Seitz, Robert W.—Billings
Bond Ernest W.—Butte
Fenske, John E.—Libby
Malone, Martin C.—Big Fork

Capps, Wayne F.—Helena
McKinna, John J.—Butte
Row, John E.—Malta
Hasskamp, Frederick W.—Three Forks

Jarvis, Clyde T.—Great Falls
Bartholomay, Willis D.—Terry
Hanson, Harold F.—Billings
Hathaway, Glenn E.—Glendive
Brewington, Gary G.—Garneil
Barnard, Archie P.—Billings
Millar, Charles A.—Broadus
Haggerty, William P.—Billings
Fuqua, Len A.—Glendive
McMillan, Myron A.—Glendive
Bieber, Lynda M.—Brockway
Knoll, John R.—Billings
Todd, Richard W.—Lewistown
Pegg, Donald E.—Lewistown
Burgmaier, John A.—Power
Chamberlain, Lee A.—Great Falls
Haggart, Nancy J.—Great Falls
Jacobsen, Bruce C.—Bozeman
Johnson, Mervin D.—Bloomfield
Opalka, John D.—Missoula
Shallenberger—Santa Ana, Calif.
Wick, Andrew J.—Northport, N. Y.
Bamber, Albert V.—Edmonton, Alta.
Larsen, Richard A.—Detroit Lakes, Minn.
Ratajczyk, Michael N.—Seneca, N. Y.
Burt, Sheldon R.—Butte
Baird, Larry W.—Missoula
Morris, Robert L.—Great Falls
Johnson, Donald C.—Great Falls

Mullock, Douglas C.—Eston, Sask.
 Dykstra, Jelle—Edmonton, Alta.
 Dean, Gary R.—Cut Bank
 Holden, Gene V.—Billings
 McKenna, Robert C.—Billings
 Sveinson, Pamela J.—Billings
 Stevane, Willard—Bridgeport, Conn.
 Riley, Gene E.—Miles City
 Hammes, George R.—Livingston
 Shepard, Foster F.—Broadus
 Frye, Fred B.—Glasgow
 Crowe, Coy L.—Greenville, S. C.
 Thode, Ekhart C.—Saskatoon, Sask.
 Smith, Melvin H.—Edmonton, Alta.
 Wang, Allan—Baker
 Jonutis, Stanley M.—Glendive
 Ward, Gerald—St. Albert, Alta.
 Lott, James R.—Missoula
 Habedank, Barbara C.—Sidney
 Rominger, Richard S.—Floweree
 Rockwell, Daniel J.—Great Falls
 Campbell, Allan D.—Redstone
 Shane, Thomas W.—Martina Ferry, Ohio
 Hankel, Donald G.—Missoula
 Robertson, Dan W.—Ronan
 Paull, Vernon L.—Missoula
 Koble, Ronald G.—Missoula
 Evje, Gary G.—Livingston
 Corbin, LeRoy W.—Helena
 Peck, Stanley V.—Bozeman
 Collins, Clifford D.—Kalispell
 Sammons, Judith K.—Cut Bank
 Ming, J. Kenneth—Libby
 Leach, Harley A.—Bozeman
 Barnes, Robert B.—Butte
 Trush, Charles E.—Kalispell
 Dunning, Gene M.—Great Falls
 Douthitt, Edward M.—Black Eagle
 Kenny, Bruce P.—Richey
 Kinney, R. Bruce—Missoula
 Lobdell, Terry B.—Richey
 Tessitore, Michael A.—Stevensville
 Germann, David A.—McAllister
 Radtke, Dale L.—Great Falls
 Kendrick, David E.—Kalispell
 Sagen, Ben J.—Whitefish
 Simonsen, LeRoy A.—Saco
 Barry, William J.—Anaconda
 Van Voast, Curtis E.—Polson
 Mulcare, Ellen L.—Lincoln
 Byler, Lonnie G.—Philipsburg
 Silverthorn, Sam E.—Plains
 Price, Brian J.—Kalispell
 Maki, Roger L.—Belt
 Wallace, Raymond R.—Missoula
 Hummel, Ronald M.—Darby
 Holzer, Thomas P.—Stanford

Finch, Harry P.—Laguna Beach, Calif.

COMMERCIAL

Christiansen, Robert W., Jr.—Great Falls
 Ellison, Larry E.—Great Falls
 Hartwig, Carl J.—Dillon
 Harden, Mina R.—Black Eagle
 Berry, Larry J.—Missoula
 Little, Stephen R.—Missoula
 Cooney, James P.—Missoula
 Marshall, Ian J.—Calgary, Alta.
 Laurie, Alston J. R.—Calgary, Alta.
 Mavis, Willis F.—Billings
 Buckberry, Christopher C.—Calgary, Alta.
 Frandsen, John A.—Billings
 Moore, Charles O.—Roundup
 Petrie, Clarence F.—Turner
 Swartz, William J.—Billings
 Wright, Robert E., Jr.—Lewistown
 Danford, Hugh D.—Edmonton, Alta.
 Wicks, David P.—Missoula
 Waples, Marvin R.—East Helena
 Helsper, William F.—Anaconda
 Lester, David R.—Nutmey, N. J.
 Roth, Dale R.—Stevensville
 Lynch, Wesley W.—Kalispell
 Cooney, David B.—Missoula
 Webber, Edward B.—Missoula
 Healow, David G.—Billings
 Finch, Harry P. III—Laguna Beach, Calif.
 Randall, Robert J.—DeBorgia
 Torrence, Richard M.—Missoula
 Craft, Gary W.—Viper, Ky.
 Morlock, Charles D.—Missoula
 O'Brien, Truman E.—Missoula
 Evanson, William E.—Fairview
 Garrett, John L.—Glendive
 Wilson, Howard L.—Miles City
 Rugg, Raymond P.—St. Ignatius
 Martin, Douglas F.—Tampico, Mont.

ATR

Smuin, Douglas K.—Missoula
 Lockert, Bernard P.—Fargo, N. D.
 Jenks, Edwin A.—Billings

MULTI-ENGINE

Sabe, Norris O.—Bowman, N. D.
 Manar, Thomas J.—Apache, Okla.
 Samdel, Harold N.—Hettinger, N. D.
 Wehr, James N.—Kalispell
 Stockdale, Ronald L.—Billings
 Swartz, William J.—Billings
 Coates, William T.—Deer Lodge
 Conger, Junior R.—Missoula
 Blackburn, Loye E.—Great Falls

Wolterman, Ronald L.—Columbus
 Smerker, Ray T.—Dillon
 Garner, Richard F.—Great Falls
 Burger, Richard K.—Missoula
 Kenyon, Robert L.—Missoula
 McKenzie, William R.—Philipsburg
 Doze, Kenneth M.—Billings
 Moser, Larry Z.—Hardin
 Davis, David R.—Roundup
 Schaumann, Robert K.—Newark, Del.
 Lagerquist, Alton L.—Billings

GOLD SEAL

McKee, David H.—Missoula
 Kelly, Michael J.—Bozeman

SINGLE-ENGINE SEAPLANE

Gore, Alfred J.—Billings

INSTRUMENT

Darcy, James A.—Great Falls
 Linton, Larry L.—Billings
 Curry, Robert S. III—Lolo
 Krueger, DeWayne R.—Columbia Falls
 Joslyn, Everett C., Jr.—Great Falls
 McDermott, John K.—Billings
 Olson, James R.—Billings
 Rothwell, Ella—Great Falls
 Christensen, Robert W., Jr.—Great Falls

FLIGHT INSTRUCTOR

McCoy, Robert F.—Pelzer, S. C.
 Howell, James W.—Sheridan, Wyo.
 Powers, Thomas E.—Great Falls
 Sheather, Movak, A.—Butte
 Christensen, Robert W., Jr.—Great Falls
 Petrick, Philip O.—Sidney
 Howell, Joe B.—Great Falls
 Mattson, Ronald B.—Bozeman
 Smith, Robert L.—Missoula
 Jackson, Kenneth E.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

McKenzie, William R.—Philipsburg
 Corbin, Harry L.—Miles City

FLIGHT INSTRUCTOR ROTORCRAFT

Gipe, Donald R.—Polson

COMMERCIAL FLIGHT INSTRUCTOR

Preston, Leslie J.—Great Falls
 Tucker, Lorange C.—Billings
 Beeler, Gary D.—Billings

ADVANCED GROUND INSTRUCTOR

Cooney, James P.—Missoula
 Butcher, Richard L.—Billings
 Dower, Patricia A.—Butte

AIRPORT NOTES



By **WORTHIE M. RAUCHER**
Assistant Director, Airports

Airport Construction Funding. The public use airports within the State of Montana have not been able to take full advantage of the "Airport Development Assistance Program" funds available from the Federal Aviation Administration for airport construction. The primary reason being that the local sponsors do not have matching funds available even though a construction project is needed.

Now is the time for communities anticipating a construction project for next construction season to start their financial planning as well as their project design. With the requirements presently being placed on the environmental aspects of any anticipated construction the time required for project approval and authorization for allocation of funds by the federal government it can take up to one full year before actual construction can commence.

Due to income reductions the Montana Aeronautics Commission has been forced to reduce the amount of monies which can be loaned to communities to function as matching funds allowing communities to obtain federal aid. This unfortunate occurrence will cause the communities to seek other sources of obtaining their matching funds to the maximum amount available until July 1, 1972.

Livingston. The joint city/county airport board of Livingston has received a grant of \$57,759.00 from the FAA for a project which will extend runway 4-22 1,500 feet for a total paved length of 5,700 feet. The Montana Aeronautics Commission is committed to a \$30,000.00 loan to be used as matching funds

for the federal aid to the project.

Anaconda. The Anaconda City/County Airport Board has received a FAA grant in the amount of \$22,136 to acquire land, construct a turf-cross wind, and install fencing.

Please note that the unicom radio operating on 122.8 as shown in the Montana Aeronautics Directory, for Anaconda has been removed.

Bozeman. The Gallatin Field Airport Board has received a grant in the amount of \$39,297 through the FAA's planning grant program fund to develop an airport master plan. The master plan will project the passenger traffic and facility requirements on an annual basis through 1980 and in five-year increments to 1990.

The Federal Planning Grant Program will grant 2/3 of the cost for airport master planning. The Gallatin Field Airport Board has borrowed \$20,000 from the Montana Aeronautics Commission for a ten-year period, the funds to function as the sponsors matching funds for the federal project.

Eureka. A unicom operating on 122.8 has been installed to serve the Eureka Airport. Call "Eureka Unicom" to obtain transportation to town, 80-87 octane av gas, or lodging.

Mr. Paul Bibeau, Chairman, Eureka City/County Airport Board, has notified the Montana Aeronautics Commission that Eureka is anticipating an airport improvement project to include extending the runway 800 feet for a total length of 4,000 feet and installing an improved lighting system. The board is presently attempting to determine the feasibility of establishing a federal aid project for their planned improvements.

Apricot pits, with kernels removed, are ground to a fine powder that is used to clean jet engines during overhaul. The powder is sucked into the compressor and cleans as it rushes through the engine and is finally burned up in the engine's combustion chamber.

LETTER TO AIRMEN

A recent near midair collision study indicates that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas. The greatest population of aircraft occurs within a radius of approximately 15 miles of the airport and at altitudes up to an including 4000' AGL.

To reduce this hazardous mix, as much as possible, the following operational information has been issued by three of Montana's Air Carrier airports.

Helena—Ludwig G. Hodge, Chief—To the extent possible, inbound IFR turbojets are kept at 10,000' or higher, until established in the descent area where descent can be started which terminates in a landing. Departing IFR turbojets are climbed to the highest altitude filed by the pilot as soon as possible. Normally departing IFR turbojets will climb over the VOR until reaching 8000' MSL or higher, whereupon they will depart on course. However, some will climb out on the 315 radial of the HLN VOR. Pilots should also be aware the IFR turbojets may elect to climb on course, providing they can remain clear of clouds and maintain two miles flight visibility until reaching MEA.

Billings—Thomas M. Lane, Chief—This descent policy is intended to reduce, as much as possible, the exposure of turbine powered aircraft to unknown or unreported types of aircraft. To the extent possible, inbound IFR turbojets will be kept at 9,000' MSL or higher until established in the descent area where a descent will be started which terminates in a landing. Departing IFR turbojet aircraft will be assigned routes by air traffic control which will permit unrestricted climb to 9,000' MSL or higher. When it becomes necessary to assign holding instruction to inbound turbine powered aircraft, which have been operating at higher altitudes the holding altitude assigned shall be at least 9,000' MSL prior to entering the descent area.

Missoula—J. D. Sellegren, Chief—
Although arrival and departure procedures at Missoula are intended to reduce, as much as possible the exposure of turbojet aircraft to uncontrolled aircraft, the terrain surrounding the airport determines the airspace used for the procedures. Inbound IFR turbojets will be kept at 10,000' MSL or higher until established in the descent area where a descent can be started which terminates in a landing. Departing IFR turbojets will be climbed to the highest altitude filed by the pilot as soon as possible. Departure procedures normally used are: (1) **For East Bound Aircraft**—Climb on MSO VOR radial 290 to 7,600' MSL, then turn left climbing direct to the MSO VOR; (2) **For West Bound Aircraft**—Climb on MSO VOR radial 290 to 9,000' MSL or above, then direct on course; or (3) Climb on a right hand holding pattern on MSO VOR radial 286 to 7,500' MSL or above, then proceed on course.

All of the above procedures can result in low level turbojet operations within the area depicted on the following terminal area chart. Also, pilots of turbojet aircraft may elect to "climb on course" or make contact approaches when suitable weather conditions exist. These random operations normally will be confined to the area depicted on the chart.

We encourage pilots who are approaching for a landing or flying in the vicinity of Missoula and Johnson-Bell Field to contact the Tower when 10 to 15 miles out.

Maps for the respective terminal areas are shown to the right and on the following page.

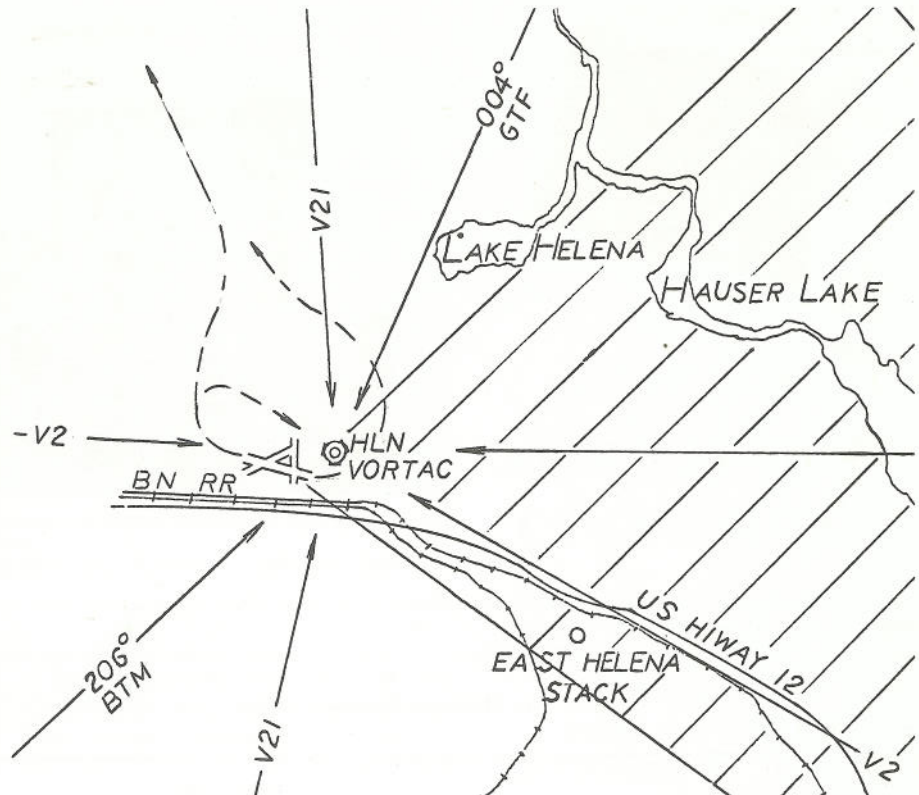
"To Land or Not To Land"



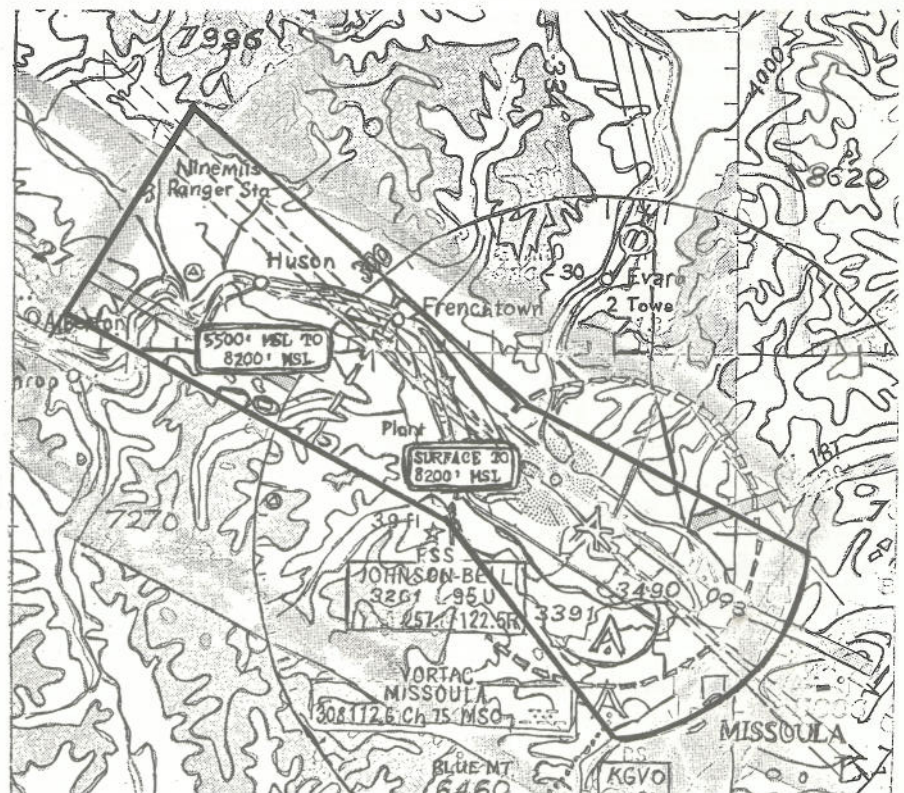
TOWER OPERATIONS

JUNE, 1971

	Total Operations	Instrument Operations
Great Falls	9,951	1,697
Missoula	7,431	543
Billings	10,027	1,947
Helena	4,116	567

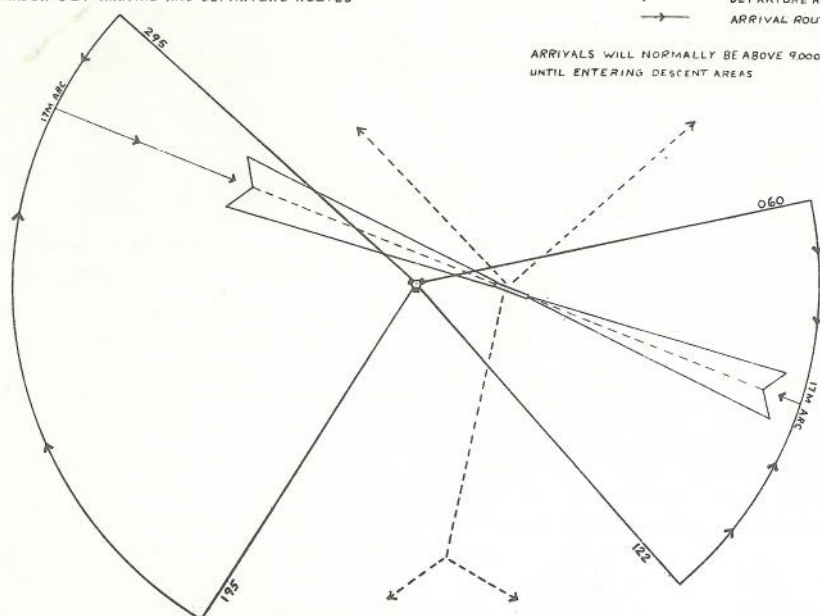


Map of the Helena Terminal Area.



Map of the Missoula Terminal Area.

BILLINGS AIRPORT
MAJOR JET ARRIVAL AND DEPARTURE ROUTES



Map of the Billings Terminal Area.

STATISTICS

Will your **first** accident be your last day alive?

61/37
65/22
78/18
69/18
56/19
57/31
68/19
34/6

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 Total	68	19
1971 To-Date	34	6

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698
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July - August, 1971

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